

**REPLACEMENT AND MODIFICATION PART DESIGN  
APPROVAL PROCEDURES**

**February 2001  
(ARAC Draft)**

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ARAC FAR 21/45/1  
P. Gallimore, Chairman  
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## FOREWORD

This document developed through the ARAC (Aviation Rulemaking Advisory Committee) contains guidelines for both FAA personnel and applicants for acquiring and maintaining Parts Design Approval (PDA) for replacement and modification parts. A PDA may be obtained for a part replacing or modifying all previously approved part designs. The major change is the uniform requirement for all parts to have a design approval and a production approval (PDA and PPA, respectively) to the same design and production standards as applicable to TC and PC holder. Standard parts and commercial parts are specifically excluded from requiring FAA parts design and production approvals. They are defined herein. Owner- operator parts also are excluded, but new Owner Produced(OP) Parts identification requirements are described.

A separate document (AC 21-1C) will describe the quality system changes required to go from a current PMA Fabrication Inspection System (FIS) to the new Parts Production Approval (PPA) Part 21 Subpart G production approval requirements. There is a two-year phase-in period for these changes to be implemented. At the time a PMA holder receives its PPA, the design approvals of all former PMA's held will continue to be approved designs. Parts previously approved by the FAA under a PMA will remain approved.

This Order is applicable to all FAA engineering and manufacturing personnel, and to all parts design and production approvals.

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1. **PURPOSE.** This Order [or Advisory Circular] prescribes the responsibilities and procedures for Federal Aviation Administration (FAA) aircraft certification personnel responsible for the approval process required by the Federal Aviation Regulations (FAR) for design approval of replacement or modification parts for installation on a type certificated product. It also serves as an advisory to all applicants. Although this document represents comprehensive instructions and guidance, compliance with all applicable elements of FARs is required.

2. **DISTRIBUTION.** This Order is distributed to the Washington Headquarters branch levels of the Aircraft Certification Service, to the branch level of the Regional Aircraft Certification Directorates, to all Aircraft Certification Offices (ACO), the Brussels Aircraft Certification Staff, to all Manufacturing Inspection District Offices (MIDO), to all Manufacturing Inspection Satellite Offices (MISO), and to all Designated Engineering Representatives (DER). This Order is available to all applicants, and it is also available on the Internet.

3. **CANCELLATION.** FAA Order 8110.42A, Parts Manufacturer Approval Procedures, dated March 31, 1999, is cancelled two years after the date of this order. **[NOTE: date to be revisited by the FAA depending upon the date of release of this Order versus the date of the Final Rule]**

4. **EFFECTIVE CHANGES.**

a. **Parts Design Approvals (PDAs).** All approvals issued or applications submitted before the date of this Order will remain in effect. Design applications submitted after six months from this date must be processed in accordance with this Order.

b. **Part Production Approvals (PPAs).** All production approvals issued or applications submitted before the date of this Order will remain in effect. PPA applications submitted after this date shall be processed in accordance with AC 21-1C [or Order – we must be consistent with this document and the PPA document]. This phase into the Subpart G System results in a single standard quality system for all product and part manufacturers.

c. **Identification of Parts.** The new identification requirements are effective as part of new design and production approval. The marking changes are considered minor changes. Critical components must be identified per 45.14, including a serial number. Part numbers obliterated by assembly need not be re-identified. TSO part identification requirements do not change.

5. **GENERAL.** This Order describes the procedures and guidance for FAA and applicant personnel to follow when issuing a Parts Design Approval (PDA) in accordance with Code of Federal Regulations Title 14 (14 CFR) part 21 Subpart K. New guidance is provided on making compliance findings by what was formerly called "identity" and by "test and computations." While the term "identical design" is no longer a specific regulation, this Order recognizes the

approach of utilizing data of a previously approved design (PAD) either wholly or in part through written authorization from the design approval holder, tests and computations, or other methods as described herein.

**6. INFORMATION CURRENCY.** Any deficiencies found, clarifications needed, or improvements to be suggested regarding the content of this order should be forwarded to the Aircraft Certification Service, Automated Systems Branch, AIR-520, Attention: Directives Management Officer, for consideration. Your assistance is welcome. FAA Form 1320-19, Directive Feedback Information, is located on the last page of this order for your convenience. If an interpretation is urgently needed, you may contact the Aircraft Engineering Division, Certification and Procedures Branch (AIR-110) for guidance, however, you should use the FAA Form 1320-19 as a follow-up to a verbal conversation.

**7. DEFINITIONS AND TERMS.** For the purpose of this order the following definitions and terms apply:

**a. Aircraft Certification Office (ACO)** is the field element of the FAA Aircraft Certification Service with geographic responsibility for making a finding that the part design complies with applicable airworthiness standards. The ACO administers and secures compliance with agency regulations, programs, standards, and procedures governing the design approval of replacement and modification parts. The location, addresses, and geographic areas of responsibility of the individual ACO are in Appendix 1, List of FAA Aircraft Certification/Field Offices.

**b. Certifying ACO** is the ACO that has issued and has oversight of the original design approval for the product/appliance on which the PDA applicant's part is eligible for installation.

**c. Commercial part is defined in FAR 1.**

**d. Critical** is a term applicable to parts, appliances, characteristics, processes, maintenance procedures, or inspections when if failed, omitted, or non-conforming, may cause significantly degraded airworthiness of the aircraft during takeoff, flight, or landing. [NOTE TO FAA: Should this be changed to "priority parts"?]

**e. Design** consists of all drawings and specifications, which may be summarized on a master drawing list. These are necessary to show the configuration of the part and all information on dimensions, tolerances, materials, processes, and procedures necessary to define all characteristics of a part, as well as the Airworthiness Limitations Section of the Instructions for Continued Airworthiness (ICA).

**f. Eligibility** identifies the type certificated products on which a part designed under Parts Design Approval (PDA) may be installed.

**g. Life-limited Part** is any part which has an established replacement time, inspection interval, or related procedure specified in the Airworthiness Limitations section under 14 CFR part 21 §§ 21.50, 23.1529, 25.1529, 27.1529, 29.1529, 31.82, 33.4, and 35.4 or mandatory replacement and/or inspections noted or referenced on the product Type Certificate Data Sheet (TCDS), for products certified before airworthiness limitations were added to 14 CFR. Mandatory replacement and/or inspections would also be noted or referenced on a letter of Technical Standard Order approval (PDA and PPA required).

**h. Life Management Program** is a FAA approved program established by the applicant to assure the continued airworthiness of a life-limited part.

**i. Manufacturing Inspection District Office (MIDO)** is the field element of the FAA Aircraft Certification Service with responsibility for management of production approvals in the geographic area in which the applicant's fabrication inspection system (or later, Production System) is located. In some areas, a Manufacturing Inspection Satellite Office (MISO) will perform these functions. The location, addresses, and geographic areas of responsibility of the individual MIDO/MISO are in Appendix 2, List of FAA Manufacturing Inspection District/Satellite Offices.

**j. Parts Design Approval (PDA).** The FAA's approval of the design of a part for which application was made as a replacement or modification part.

**k. Parts Production Approval (PPA).** The FAA's approval of a documented quality system demonstrated as capable of producing conforming parts.

**l. Production Limitation Record (PLR).** A FAA document that lists products or parts that the production approval holder is authorized to manufacture under the terms of the production approval.

**m. Product** is an aircraft, aircraft engine, or propeller and type-certificated appliances(part 21 § 21.1(b)).

**n. Standard Part** is defined in FAR 1.

## **8. APPLICABILITY.**

**a. General.** This document provides information to obtain part design approval (PDA) for replacement or modification parts.

**b. Falsification of Applications, Reports or Records.** No person shall make or cause to be made any fraudulent or intentionally false statement or material omission of fact.

**c. Denial of Application.** The administrator may deny an application for design approval if any of the conditions in FAR 21.7 exist.

**9. PARTS DESIGN APPROVAL.** The ACO administers and secures compliance with agency regulations, programs, standards, and procedures and issues parts design approvals. The MIDO/MISQ ensures conformity to design requirements. Approval of an application for PDA and PPA requires an approval of the design by the ACO and a quality system approval by the MIDO/MISQ (see process flow chart in Appendix 3).

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**a. Airworthiness.** The applicant for PDA must show that the design meets the applicable airworthiness standards. There are two basic ways that an applicant may show compliance:

**(1) Previously Approved Design.** The applicant shows that the design of the part is the same as a previously approved design through a written authorization from the design approval holder or as provided in paragraph 10.a.(3)(b).

**(2) Tests and computations.** The applicant shows through tests and computations, using a comparative or general analysis, as necessary based on the criticality and complexity of the part, to show that the design of the part meets the airworthiness requirements applicable to the product on which the part is installed.

**b. Special Considerations: Older Products.** In evaluating applications for design approval for parts on older TC products, FAA personnel should consider potential problems facing the applicant. For example, type design information may be difficult to obtain, the product may no longer be in production, or the TC holder may no longer exist or may no longer be producing parts. In all such cases, the applicant must still submit sufficient information to support a determination that the replacement or modification part is equal to or better than the original part. Accordingly, FAA engineering personnel will need to exercise sound and reasonable judgment in considering means of demonstrating compliance.

## **10. APPLICANT RESPONSIBILITIES.**

**a. PDA Application.** The applicant must submit a letter of application (see Appendix 4, Sample FAA-PDA Letters of Application) to the ACO in the geographical area in which the design organization of the applicant is located. The application should include the following information:

**(1) Applicant identification.** The name and address of the applicant, and

**(2) Part identification.** The identity of the part for which PDA application is being made, including:

**(a) Product identification.** The previously approved product identified by make, model, series, and if appropriate, serial number, on which the part is to be installed.

(b) **Part replaced identification.** The part number that the proposed part would replace.

(c) **PLR.** Include a draft PLR as shown in appendix.

(3) **Method.** A brief description of the method by which design approval will be sought:

(a) **Same design with authorization.** The applicant shows that the design of the part is the same as a previously approved design through a written authorization from the design approval holder of the previously approved design. The applicant should submit an appropriate document from the design approval holder authorizing use of the submitted data package. The evidence of a written authorization is used by the applicant to show that the data submitted is FAA approved and therefore identical. For FAA purposes, the written authorization, in whatever form it takes (such as an "assist letter"), need only authorize the applicant to use the design data specified (see appendix 5, Sample Design Approval Holder's Assist Letter).

(b) **Same design without authorization.** The applicant may show that the design is the same as a previously approved design. This method may, under appropriate circumstances, be utilized for showing compliance. In these types of parts, a showing of identical design may not in-and-of-itself be sufficient to assure that parts will meet the airworthiness requirements. The applicant can be issued a PDA based solely on a design comparison if the applicant can substantiate that the nature of the part, taking into account its criticality and complexity, does not warrant any further showing. As stated, this process would be a viable method for showing the design meets the airworthiness requirements as long as the applicant and the FAA exercise the proper considerations. The applicant would substantiate this method by providing the FAA with necessary data based on the complexity and criticality of the part. This method would also be used in conjunction with other methods to show the design meets the airworthiness requirements. For instance, it could be combined with test reports and computation methods where testing may or may not be required depending on the criticality and complexity of the part. Those additional tests and analyses found necessary to make a finding of "same design without authorization" do not change the basis of PDA approval to "Test and Computation". If the results of these additional tests and analyses are such that the ACO finds that the produced PDA part is not the same as the previously approved part, the ACO must reject the PDA application.

**NOTE:** FOR CRITICAL PARTS TO BE APPROVED IN THIS MANNER, NO DEVIATION IN PART DESIGN OR MANUFACTURING PROCESSES IS ALLOWED. HENCE, UNDER THE PPA FOR THESE PARTS, THE PLR SHALL SPECIFY THAT NO DEVIATION IN PART DESIGN OR MANUFACTURING PROCESS IS ALLOWED.

Aircraft that no longer have an active design approval holder from which data can be obtained to support the design of parts need special consideration in order to continue flying. These aircraft are primarily and almost exclusively involved with personal or sport flying and are not being used for carriage of passengers for hire. In these instances where data is not available or where

the needed part is not critical to safety, more consideration should be given to the use of this method, or a "form, fit, and function" analysis.

(c) **Test and computations.** The applicant shows through tests and computations that the design of the part meets the airworthiness requirements applicable to the product on which the part is installed. This method requires all design, materials, processes, test specifications, system compatibility, and interchangeability are supported by the appropriate substantiation data and tests, as necessary depending on the complexity and criticality of the design, for FAA review and approval. The applicant must assure that no detrimental interference with mating or adjacent hardware occurs and that the part performs its intended function.

**COMPARATIVE ANALYSIS:** The applicant may show by comparative analysis and general analysis that the part is equal to or better in functional design than the design of the type certificated or PDA part that would be replaced. The applicant would thoroughly analyze the type-certificated part and compare it with the proposed PDA part, report all differences and provide sound technical justification for these differences. If testing is required, a new (zero time since new) FAA approved part tested under the same procedures and conditions as the applicant's part shall be used as a test standard.

**GENERAL ANALYSIS:** The applicant may demonstrate by general analysis that the functional design of the part otherwise meets the requirements of all applicable airworthiness standards. This analysis should discuss how the part meets applicable Federal Aviation Regulations and address material composition and condition, fabrication, configuration, and interface with other parts. Functional testing as necessary would be related to the criticality and complexity of the part.

b. **Data package.** Regardless of the basis upon which PDA is sought, the application must include information that the part meets the requirements of Part 21 and the airworthiness requirements of the Federal Aviation Regulations (or their predecessors) applicable to the product on which the part is to be installed. The complexity of the data package necessary to meet these requirements will vary depending upon the critical nature of the part as it relates to the product on which it is proposed to be installed. The information required may extend to the manufacturing controls, fabrication processes, assembly techniques, and the performance, endurance, and test requirements if they are necessary to establish the airworthiness of the part in accordance with applicable regulations. The data package may include, but is not necessarily limited to, the following:

(1) **Design.** One copy of the applicant's drawings and specifications necessary to show the configuration of the part. Drawings and specifications should address dimensions and tolerances, materials, and processes necessary to define the structural strength and all design characteristics of the part. The required information for some parts (e.g., those determined to be critical and/or life-limited) may include routing sheets, tooling requirements, process sheets, material handling/storage, and/or inspection requirements as deemed necessary by the FAA.



(2) **Inspection and test procedures.** For parts determined to be critical and/or life-limited, the FAA may require demonstration of the manufacturing process, inspection and test procedures (including process controls, and finished product performance) in order to obtain design approval. This data should include, but not be limited to, all elements of the manufacturing cycle (e.g., raw material purchase, material chemistry and grain, structure evaluation, fabrication, melt forging, machining, surface treatments, other material properties, required inspections, etc.) and any other data required to show that the applicant's part meets the approved design. If the application is based upon test and computation both design and manufacturing substantiation should be provided if necessary, considering the complexity of the part. If the application is based upon being the same as a previously approved design, necessary manufacturing procedures should be submitted to demonstrate the above.

(3) **Test results.** For parts determined to be critical and/or life-limited, the FAA may require the applicant to perform inspections, tests, and provide the test results necessary to show the airworthiness of parts produced are in conformity with the proposed design in order to obtain design approval. Where premature component failure would have affected the result of type certification tests addressing overall product safety, durability and performance, the part must be subjected to necessary testing to demonstrate it meets the airworthiness requirements regarding safety, durability and performance.

If the application is based upon a previously approved design, the applicant should submit test results necessary to demonstrate that the airworthiness of the part is not altered by the manufacturing methods and processes as performed by the applicant.

(4) **Airworthiness limitations.** For life-limited parts identified in Type Certificate Data Sheets or airworthiness limitations section, the method necessary to accurately assess fatigue life must be established and will include the appropriate elements. This shall be performed for the replacement or modification part and/or any life limited mating parts. For example, if the PDA part is a turbine blade, an assessment must be made on the life impact of the life limited disk on which it is installed.

**NOTE:** FOR NON-LIFE-LIMITED CRITICAL PARTS, IT IS THE RESPONSIBILITY OF THE ACO TO ASCERTAIN WHETHER OR NOT THE APPROVED PART'S DESIGN WAS LIFE-ASSESSED BY THE TYPE CERTIFICATE HOLDER. IF THE APPROVED PARTS DESIGN WAS LIFE-ASSESSED, THEN EVALUATION OF THE LIFE OF THE PDA PART IS REQUIRED. THE COMPLAINT PLAN FOR A LIFE ASSESSED CRITICAL PDA PART MUST INCLUDE A PROPOSED FATIGUE LIFING METHODOLOGY AND TEST VALIDATION PLAN TO BE USED FOR THE ESTABLISHMENT OR VERIFICATION OF THE INITIAL PART LIFE AND IN SUPPORT OF A CONTINUED AIRWORTHINESS LIFE MANAGEMENT PROGRAM.

(5) **Emissions and noise.** If the design of the replacement or modification part will change the emissions or noise profile of the aircraft, those changes must be addressed in accordance with 14 CFR parts 34 and 36.

(6) **Life Management Program.** If the replacement or modification part has a life limit, the applicant must also provide for FAA approval an appropriate Life Management Program. The program should provide for detailed records of all aspects of the manufacturing cycle maintained for the entire life of the part and should provide details of how to segregate an affected population, if necessary. In-service part usage must be continually monitored and design assumptions continually reviewed against the in-service experience. If a failure condition is identified, the applicant must have procedures to identify the problem, develop the corrective action(s), and implement action(s) into the field in an appropriate time frame.

(7) **Part marking.** Part marking information necessary to insure that compliance with 14 CFR part 45 (including critical components marked in accordance with part 45 § 45.14) will not interfere with airworthiness considerations.

(8) **Installation eligibility.** Detailed information sufficient to demonstrate understanding of products or parts on which the replacement or modification part may be installed (make, model, series, and if appropriate serial number), how it relates to the next higher assembly of which it is a part, and the consequences for the next higher assembly and the product if the part should fail.

(9) **ADs and SDRs.** The applicant should identify all airworthiness directives or unresolved service difficulties involving the part being replaced.

(10) **Installation eligibility or Instructions for Continued Airworthiness / Maintenance Instructions.** The applicant must furnish the installation eligibility of the replacement or modification part. The applicant must also furnish information sufficient for the FAA to determine that the Instructions for Continued Airworthiness (IFCA)/Maintenance Instructions for the original part will continue to be valid for the product with the PDA part installed. If the original IFCA/Maintenance Instructions are not valid with the PDA part installed, the applicant must furnish supplementary IFCA/Maintenance Instructions. The applicant's IFCA/Maintenance Instructions will be reviewed and approved (if appropriate) by the ACO and Flight Standards Aircraft Evaluation Group.

c. **Special Requirements - Test and Computation Applications.** Applications submitted on the basis of test and computation should specifically address the following:

(1) **Airworthiness.** Applications based upon test and computation must show that the design of the part meets the airworthiness requirements applicable to the product on which the part is installed. Airworthiness standards are found in the following Federal Aviation Regulations (14 CFR, Chapter I) or their predecessors:

(a) **Part 23, Airworthiness Standards: Normal, Utility, Acrobatic, and Commuter Category Airplanes.**

(b) **Part 25, Airworthiness Standards: Transport Category Airplanes.**

(c) **Part 27, Airworthiness Standards: Normal Category Rotorcraft.**

- (d) **Part 29**, Airworthiness Standards: Transport Category Rotorcraft.
- (e) **Part 31**, Airworthiness Standards: Manned Free Balloons.
- (f) **Part 33**, Airworthiness Standards: Aircraft Engines.
- (g) **Part 34**, Fuel Venting and Exhaust Emission Requirements for Turbine Engine Powered Airplanes.
- (h) **Part 35**, Airworthiness Standards: Propellers.
- (i) **Part 36**, Noise Standards: Aircraft Type and Airworthiness Certification.

(2) **Substantiation.** To show compliance with the applicable airworthiness requirements under test and computation, the applicant must provide either a comparative and/or a general analysis. If appropriate and necessary, the analysis should be supported by an FAA approved test plan and test results. The analysis must be supported by the engineering assessment of the consequences to the next higher assembly and the product, should the part fail to perform its intended function.

(a) **Analysis.** There are two acceptable methods of analysis: comparative and general.

**1 Comparative analysis.** The applicant may demonstrate by comparative analysis that the part is equal to or better in functional design than the approved design of the part that would be replaced. The applicant shall thoroughly analyze the approved part and compare it with the proposed PDA part, report any differences and provide sound technical justification for these differences.

**2 General analysis.** The applicant may demonstrate by general analysis that the functional design of the part meets the requirements of all applicable airworthiness requirements. This analysis should discuss how the part meets applicable Federal Aviation Regulations of the previously approved design and address material composition and condition, fabrication, configuration, and interface with other parts. For example, a revised TSO specification may be "grandfathered."

(b) **Testing.** Functional testing may or may not be required of the applicant's part. Testing should be related to the criticality and complexity of the part. The component testing and/or ground/flight testing, if required, shall be designed to test the performance and durability of the part to the extent required to show airworthiness. The applicant should identify the number of test units, unit identification, test conditions and duration, test criteria, test safety control, and control of test procedures. To accomplish this, the applicant shall submit a test plan, including a request for part conformity, for FAA approval. Following FAA approval and part conformity, the applicant shall conduct the test(s) and post

test inspections, both of which may be witnessed by a representative of the FAA. Following the post test inspection, the applicant shall submit a test report. This report shall include an analytical evaluation of the test results and post-test inspection results and a comparison of these results to the test standard. The following should be used as a test standard against which the adequacy of the PDA part will be measured:

**1 Approved part.** A new (zero time since new) previously approved design part tested under the same procedures and conditions as the PDA applicant's part.

**2 Verification.** Verification that the part meets applicable airworthiness requirements.

**3 Other.** Other tests deemed acceptable by the Administrator.

**d. Part Marking Requirements.** Parts must be marked in accordance with FAR 45. The identifying marks should be included on the design data and reviewed as part of the FAA engineering approval of the design, in part, to establish that the location and process of identification does not degrade airworthiness compliance. Parts with a PMA design approval may continue to be marked in accordance with the approved design.

**(1) Part Numbering Requirements.** The applicant's part should be numbered such that it is distinguishable from the specific part number it replaces. The FAA-PDA document will show the original approved part number with which the applicant's part is interchangeable.

**(a) Supplier.** For a supplier to a PAH in which the supplier's part number is used by the PAH, the PDA holder may use the same part number as the design approval holder, provided the PDA holder also meets the requirements of part 45.

**(b) Written authorization.** Part Design Approval Obtained Through Written Authorization. When the PDA is issued by showing evidence of a written authorization, the part number may be identical to that of the previously approved design, provided the applicant also meets the requirements of part 45.

**e. Part Eligibility.** Part eligibility will be listed by the PDA holder in a document or catalog readily available to the installer. If there are no special instructions for continued airworthiness (IFCA) for the PDA parts compared to the original parts, this listing will satisfy the requirements of FAR 21.303(e).

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**f. Post PDA Activities.**

**(1) Reporting of Failures, Malfunctions, and Defects** under part 21 § 21.3. The PDA holder should establish a procedure to report to the FAA any failure, malfunction, or defect of a part that could result in, or has resulted in, one of the occurrences listed in FAR 21.3.

(2) **Additional Part Installation Eligibility Approvals.** A PDA holder may apply for additional installation approvals for the part. The applicant should submit the information required by paragraph 10.b.(8) of this order, to the extent that it applies, to obtain approval of the additional installation(s). If the FAA finds that the applicable IFCA/Maintenance Instructions for the product (or PDA part) is valid with the replacement or modification part installed, the part will be approved as eligible for installation on that product or products.

(3) **Design Changes.**

(a) **Minor/Major PDA.** The PDA holder shall submit minor changes to existing approvals in accordance with procedures agreed to by the FAA. Major changes must be substantiated and approved prior to implementation in the same manner as that for the original PDA.

(b) **Major/TSO.** If the installation of a replacement or modification part would constitute a major design change to a TSO article, then the applicant must obtain a new TSODA.

(c) **Product relationships.** To introduce a design change, the PDA holder should have an understanding of the relationship of that change to the type-certificated product.

11. **ACO RESPONSIBILITIES.** The cognizant ACO has the following responsibilities with respect to applications for PDA.

a. **The ACO** in the geographical area in which the applicant is located should accept the application for PDA (sample provided in Appendix 4, Sample Letters of Application).

b. **The ACO** should review the applicant's engineering design to determine whether the design meets applicable airworthiness requirements. In performing this review, the ACO should:

(1) **Data.** Consider all substantiating data submitted by the applicant to show compliance with applicable airworthiness requirements.

(2) **Airworthiness.** Determine whether the application for PDA establishes that the part meets the airworthiness requirements applicable to the type certificated product on which the part is to be installed, and verify the eligibility for installation on the type certificated product. The ACO should consider the following in evaluating each potential basis for design approval.

(a) **General considerations.** Applicants may combine the method of showing compliance. However, irrespective of the method by which an applicant chooses to

show compliance, prior to issuance of design approval, each application must be carefully reviewed in coordination with MIDO as appropriate and necessary (i.e., issue requests for conformity inspections) to determine whether the applicant can ensure:

- 1      **Airworthiness.** Compliance with the applicable airworthiness requirements.
- 2      **Materials.** That materials conform to the specifications in the design.
- 3      **Design.** That the part conforms to the drawings in the design.
- 4      **Processes.** That the applicant has demonstrated that the manufacturing processes, construction, and assembly conform to those specified in the applicant's design.
- 5      **Reporting.** The applicant has established reporting procedures under part 21 § 21.3, for the part and the product upon which the part is installed.

(b)      **Eligibility.** Verification of installation eligibility – lacking documentation from the holder of the previously approved design, the ACO should consider all evidence submitted by the applicant and may check other documents including the type design Master Drawing List in making its finding. The Manufacturers' Illustrated Parts Catalog (IPC), while it does provide information that pertains directly to installation eligibility, is usually not FAA-approved. The IPCs should be used in conjunction with other data (examples include: purchase orders from the PAH, service bulletins, maintenance manuals, technical publications index, and/or master drawing list). In certain instances, where safety is not impacted by the installation (such as interior trim pieces), the IPC may be used as the sole means of verifying installation eligibility. When the IPCs are used as the sole means of verification the authenticity of the IPCs should be verified. The IPC shall not be used to make any engineering finding leading to approval of the applicant's design data, nor to determine part conformity.

(c)      **Service history.** Service history considerations. Depending on the criticality of the part, the ACO may perform an in-depth review of the service history of the part. For all parts the ACO will verify that the part is not the subject of an airworthiness directive (AD), other continued airworthiness problem(s), or subject to an incident or accident investigation where the part may be suspect. If the part is subject to one of the above, and the design is identical or substantially identical in a material way to the problem, then the following guidelines should be used:

- 1      **Remove from service.** If there is an AD that removes the previously approved part from service, immediately or in the future, the PDA application shall be examined for relevance.

**2 Under consideration.** If the FAA is currently developing or considering development of an AD to remove the previously approved part from service, the ACO should examine the PDA application for relevance.

**3 In investigation.** If the FAA is investigating an incident or accident where the previously approved part may be suspect, the ACO should delay the processing of the PDA application until the part is cleared.

**4 Inspection.** If an AD calls for repetitive inspections but prescribes no terminating corrective action (e.g., modification or replacement of the part) and if the repetitive inspections are intended to catch failures that may occur before the part reaches the published service life, the FAA should examine the PDA application for relevance.

**5 New design.** For a part that is not identical or substantially identical to the previously approved part, the ACO should determine whether installation of the applicant's part would create an unsafe condition.

**6 Service Bulletin removal.** The fact that the design approval holder issues a Service Bulletin to remove a part from service does not in and of itself exclude issuance of a PDA, however its relevance should be fully examined.

**7 Current service difficulties.** If the part is experiencing service difficulties and the FAA is ACTIVELY pursuing corrective action with the design approval holder, the application for PDA should be examined for relevance, and if appropriate, delayed pending outcome of the corrective action.

**(d) Life-limited parts.** Irrespective of the method under which an applicant seeks a PDA, a life-limited part must be substantiated in accordance with paragraph 10c(2). The substantiation must establish the life limits and airworthiness of that part. The required substantiating data must include tests on components produced by the applicant.

**(e) Special considerations - Evidence of a written agreement.** The evidence of written agreement from a design approval holder must include written permission for the applicant to use the design data to apply for PDA. A "PDA assist letter" (see appendix 5, Sample design approval Holder's Assist Letter) or similar evidence authorized by the design approval holder is sufficient for showing evidence of a written agreement. The applicant must meet all the requirements of part 21. The "PDA assist letter" should include the following information, as appropriate:

**1 Identification.** Product model, name, and design approval identification.

**2 Authorization.** A statement that the PDA applicant is authorized to use the design data, identified by part name and drawing number and revision level

**3 Part numbers.** Information on the authority of the PDA applicant to use the design approval holder's part number and other part marking information as appropriate including authority to use a new part number.

**4 Life limits.** Information that establishes the life limits and/or the airworthiness limitations of the part and the next higher assembly, as appropriate.

**5 Eligibility.** Information on the parts eligibility for installation (product make, series, model and if appropriate the serial number).

**6 Design changes.** A statement as to whether design changes to the part and disposition of non-conforming parts will be controlled through the original design holder's quality assurance process, and how design change information will be related to the applicant and subsequently to the FAA.

**(f) Special considerations for design approval based on applicant's design being the same as a previously approved design.**

**1 Approval requirements.** Engineering approval of the design can be accomplished when the applicant shows and the FAA finds that the design of the part for which PDA is requested has the same dimensions, tolerances, materials, processes, and specifications to the design of the part covered under a previously approved design.

**2 Critical parts.** For critical and life-limited parts, coordination with the certifying ACO is required.

**3 Exceptions.** Some part designs may contain features, such as color, that have nothing to do with form, fit, or function or being airworthy. It may not be necessary that these features be the same as the previously approved part's features.

**4 Processes.** Many parts rely on specific manufacturing processes to provide the necessary material properties. If detailed knowledge of these processes is not available to the applicant for incorporation into the applicant's design, any request for approval by showing that the PDA part meets the previously approved design will require substantiation of the applicant's part durability and strength in the operating environment.

**5 Drawing Notes.** The ACO must establish that the applicant's data provides the ability to produce conforming parts, before issuing engineering approval. The ACO should pay particular attention when the design approval holder's drawings or specifications used to make a finding based on previously approved designs have notes stating:

**(aa)** "Parts supplied to this drawing shall be in strict accordance with samples (first articles) approved by *(name of applicant)* engineering department unless prior written approval is given to subsequent change."



(bb) "Source approval is required for raw stock through total fabrication or vendor substantiation required."

(cc) "This drawing represents a critical item and must successfully complete substantiation tests and be approved by engineering." or

(dd) Other similar statements implying special source selection criteria.

**NOTE:** The ACO will evaluate each applicant's capabilities to produce the part on a case-by-case basis. If the applicant is unable to provide this information, the test and computation method should be used.

**6 Rejection.** When the design data submitted (including the manufacturing processes) does not show that the PDA part is the same as the previously approved design, the application should be returned to the applicant with a notification that it does not show the applicant's part to meet the requirements under this section (see appendix 9, Sample FAA Parts Design Approval Rejection Letter).

**7 Minor design change authority and Material Review Board authority.** Minor design change (and MRB authority in conjunction with a PPA) may be exercised under PDA granted under this section when the applicant submits a license agreement or other evidence that he has been granted such authority by the design approval holder, or by written authorization from the FAA for specific non-critical parts.

(g) **Special considerations--Test and Computation for new designs.**

**8 Critical parts.** For critical and life limited parts, program coordination with the certificating ACO is required.

**2 Review.** The ACO shall carefully review the showing of compliance through the test and computation method, in coordination with the applicant and, as appropriate, the responsible MIDO/MISO/CMO, to assure adequate substantiation. The responsible engineer in the ACO shall evaluate and approve the test plan, if one is necessary, and if appropriate consult with the certificating ACO, to determine the adequacy of the plan considering the criticality of the part.

(h) **Instructions for Continued Airworthiness (IFCA)/Maintenance Instructions.** If the applicant is proposing to utilize the IFCA/Maintenance Instructions of the previously approved part, the ACO should determine that the original IFCA/Maintenance Instructions are valid with the PDA part installed. The ACO must also make a determination that the PDA applicant has a procedure to review later revisions to those IFCA's to determine whether they will continue to be valid for the product with the PPA part installed. If the applicant is providing supplemental IFCA / Maintenance Instructions it should be reviewed by the ACO and if necessary coordinated with the appropriate Aircraft Evaluation Group (AEG) of Flight Standards Service.

(i) **Data package.** Evaluating the data package. All applications should include the detailed design criteria including: drawings, technical data necessary to establish structural strength, part marking information, and process specifications necessary to define the configuration, and other data necessary to establish the pertinent characteristics of the part. The applicant's detail drawings must be identified as their own. In evaluating any data package, consideration should be given the following areas:

**1 Processes.** Manufacturing and Process Specifications. Manufacturing procedures and process specifications may affect the airworthiness of the part. If the applicant's detail drawings reference the previously approved design holder's process specifications, those specifications must be submitted. As the data package is reviewed, coordination with the certifying ACO or MIDO may be necessary to determine what effect these specifications may have on the airworthiness of the design. **For critical and life-limited parts, coordination with the certifying ACO is required.**

**2 Source Control Drawings.** Source control drawings must be carefully evaluated to determine whether the applicant has appropriate control over the configuration of the part. The applicant must submit all applicable detail drawings and specifications for evaluation of the sources listed on source control drawings.

**3 Conformity.** Coordinate requests for conformity inspections with the appropriate MIDO/MISO/CMO to ensure that the manufacturing process produces replacement and modification parts according to the approved design.

(j) **Applicant Resources.** It is the responsibility of the applicant to secure the necessary technical expertise to sufficiently support the design, manufacturing, and continued airworthiness efforts required for critical PDA parts. It is essential that these resources are validated.

d. **Design approval.** When the ACO has found that the applicant has shown compliance with the applicable airworthiness requirements, the ACO should do the following:

- (1) Retain the submitted application and approval for its files.
- (2) Send the applicant the Part Design Approval document.

e. **Non-Compliance.** If the ACO cannot make a finding of compliance they should send the applicant a rejection letter (see appendix 9, Sample FAA Design Approval Rejection Letter) and return the applicant's data package in its entirety.